

The Hong Kong Daily Press.

No. 4557

七百五十三年

十一月九日

年未辛

HONGKONG, TUESDAY, 24TH OCTOBER, 1871.

二年

英十月廿四

PRICE \$2 PER MONTH.

Arrivals.

Oct. 23, ABERDEEN, North German bks, 240, J. Vogel, Newchwang 11th October, 5,200 piculs Beans.—ARNOLD, KUHNBURG & Co.

Oct. 23, SAN FRANCISCO, North German sch, 234, C. H. W. Schermerhov, Newchwang October 11th, 5,625 piculs Beans.—CHONG WU.

Oct. 23, LIMA, Brit. str., 336, H. H. Murray, Glasgow, 17th August, Port Said Sept. 8th, Suez 10th, Penang 7th October, and Singapore 13th, General.—ROZARIO & Co.

Oct. 23, CHIANG, Brit. str., 638, Hogg, Shanghai 20th October, General.—SIEMSEN & Co.

Oct. 23, H.M.'s gun-vess. HORNET, 464, D. S. Davidson, Nagasaki 15th October.

Oct. 23, BEIJING, North Ger. 3-m. sch., 205, Rose, Whampoa 18th October, and Macao 21st, General.—WM. PUSTAU & Co.

Oct. 24, YESSO, Brit. str., 590, Asita, Foochow 20th October, Amoy 22nd, and Swatow 23rd, General.—D. LAPRAIK & Co.

Departures.

Oct. 23, HAMBOLDT, for Whampoa.

Oct. 23, PRINCESS, for Bangkok.

Oct. 23, CHARLES, for Swatow.

Oct. 23, H.I.A.M. steam-frigate FLASH, for Shanghai.

Oct. 23, SUN-FOO, str., for Saigon and Singapore.

Clearances.

AT THE HARBOURMASTER'S OFFICE, 23RD OCTOBER.

Princess, for Bangkok.

Humboldt, for Whampoa.

Lockhart, for Saigon.

Catia, for Macao.

Passengers.

Per Ching, str., from Shanghai, 55 Chinese.

Per Abyss, str., from Glasgow, &c., 12 Chinese.

Reports.

The North German bark *Adelheid* reports left Newchwang on 11th October, had fine light Northernly breeze all the passage down, a steady monsoon.

The British steamer *Albion* reports left Glasgow on 17th August, Port Said on 8th Sept., Suez on 10th Sept., Penang on 7th October, and Singapore on 13th Oct.; had fine weather and variable winds up the China Sea till three days before arrival; when had N.E. monsoon to this port, 6 days out, 62 steaming days. The British steamer *Commander* arrived in Singapore on the 8th October.

The British steamer *Chingiang* reports left Shanghai on 20th October, had light N.E. wind all the passage down; on the 1st at 3 a.m. passed the steamer *Hector*, had fine weather and no branches on the Continent or abroad. It is now prepared to open business to negotiate approved securities and generally to attend to transactions appertaining to foreign banking business.

Burtholomew House, Bartholomew-lane, London, E.C., April 27th. [6m 1073 June 24]

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

SUBSCRIBED CAPITAL \$5,000,000 Dollars.

Court of Directors:

Chairman—Hon. R. ROBERTS.

Deputy Chairman—T. PEPPER, Esq.

Secretary—R. H. W. SCHERMERHOF, Esq.

Joint Secy.—S. D. LYALL, Esq.

W. LEWIS, Esq.

G. E. Weller, Esq.

H. MELHORN, Esq.

Managers:

Hongkong—James Greig, Esq.,

Chief Manager.

Shanghai—David McLean, Esq.

London Bank—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months 7 per cent. per annum.

6, 5, 4, 3, 2, 1.

LOCAL BILL DISCOUNTED.

Credit—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GLEIG, Chief Manager.

Offices of the Corporation:

No. 1, Queen's Road East.

Hongkong, 9th September, 1871.

ERMAN BANK OF LONDON (Limited).

Directors:

GEORGE ALBRECHT, London.

EDWARD HENRY CLARK, London.

CALM KLOETZ, Frankfort-on-the-Main.

VICTOR FRIEHRER VON MAGNUS, Berlin.

JULIUS MAY, Frankfort-on-the-Main.

ACOLYME RATH, Cologne.

CHARLES FERDINAND RODEWALD, London.

FREDERICK RODEWALD, London.

KURTOLPH SULZBACH, Frankfort-on-the-Main.

JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NEFFEL.

Assistant Manager—LEOPOLD BONN.

Auditor—GEORGE THOMAS BROOKING.

Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £100 each, and 200,000 Shares, representing a capital of £250,000 each, which are admitted for, and allotted, and are intended to be fully paid up within six months. The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business to negotiate approved securities and generally to attend to transactions appertaining to foreign banking business.

Burtholomew House, Bartholomew-lane, London, E.C., April 27th. [6m 1073 June 24]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES in all the Treaty Ports of

China and Japan, and at Singapore, and Suez Canal, as the following rates of premium:

with margin 12%.

From Canton, ... 24% ... 12%.

Macao, ... 2% ... 12%.

—Hongkong, ... 24% ... 12%.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office.

N. J. EDE, Secretary, Union Insurance Society of Canton.

J. KENNARD DAVIS, Agent, No. 6 China Insurance Company.

RUSSELL & Co., Agents, Yantze Insurance Association of Shanghai.

AUGUSTINE HEARD & Co., General Agents, China Traders Insurance Company, Limited.

WM. PUSTAU & Co., Agents, China and Japan Marine Insurance Company.

OLYPHANT & Co., General Agents, Chinese Insurance Company, Limited.

WHEEZAS on Monday, the 29th instant, at about 7 P.M., a Robbery with Violence was committed upon Mr. GEORGE L. TOMSKY, First Clerk in the Surveyor-General's Department, near the junction of Caine Road and Arbutus Road. The steamer *Eastern Isle* in passing through Hainan Straits struck on a sunken rock, and had to put back to Amoy and discharge cargo. The ship *Parrot*, from Foochow to Shanghai, drove ashore on the 6th on Tong-tiyan Island, and was abandoned.

The N. G. schooner *San Francisco* reports left Newchwang 11th Oct., with fine Northernly wind, which hauled round to the Westward, cleared the Shantung Promontory in 38 hours, wind remaining West with overcast sky, but a fine bracing breeze, fifth day passed the parallel of Shanghai, since 11th Oct., and now, having a strong wind from the west down to this port, without scarcely touching a bone. Ship left in port: English brig *Nizam* and English brig *Fairy Queen*, and one three-masted schooner name unknown. Also an American gun-boat unknown.

FOOCHOW SHIPPING.

From Hedges & Co.'s Weekly Shipping Report, October 18th, 1871.

ARRIVALS.

October 9th, Xiamen from Foochow, 10th, Light.

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October 10th, Dejouen from Yokoima, 11th.

DEPARTURES.

October 7th, Polar Star for Shanghai; 8th, Oscar Vidal for Cape Town; 11th, Faie Moon-burke for Amoy; James Wilson for Australia; 12th, Sylvia for Manila; Adele for Shanghai; Ross for Shanghai.

Auction Sales To-day.

None.

HAWKINS'S HORSE REPOSITORY.

Boss of Murray, Berricke, Hongkong.

HORSES recorded on LIVESTOCK.

HORSES, PONIES, HARNESS and CARRIAGES, for Sale.

Also.

Best quality of HAY, OATS, GRASS,

BARLEY, and Indian CORN, for Sale.

HORSES and CARRIAGES for Hire.

PONIES do. do.

HORSE SHOEING on the premises.

and the improved principles, under his own superintendence.

T. E. HAWKINS,

(late Factor Major, Bengal Horse-drawings),

N.B.—All Diseases of the Horse attended to, if 559 Hongkong, 11th August, 1871.

NOW READY.

BOUND VOLUMES of the TRADE RE-

PORT for the year 1870. Price \$10.

Apply to the Daily Press Office.

Hongkong, 1st February, 1871.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies of Marine Risks at the established local Rates, to all parts of the World.

In addition to the usual brokerage, thirty per cent. (30%) of the Profits will be returned to Bonns to all contributors of business, whether Shareholders or not, rates proportionate to the amount of Net Premium contributed.

No Policy fees charged.

WM. PUSTAU & Co., Agents.

of 1402 Hongkong, 27th July, 1870.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.

Paid up Capital—\$5,000,000.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.

OLYPHANT & Co.

of 1822 Hongkong, 2nd July, 1870.

NOTICE.

At 213 Queen's Road East.

2 LATHE, 3 DRILLING MACHINES, 1 Plate Bending MACHINE. Can be seen erected and ready for use.

S. SPEECHLEY.

1875 Hongkong, 2nd October, 1871.

FOR SALE.

At 213 Queen's Road East.

2 LATHE, 3 DRILLING MACHINES, 1 Plate Bending MACHINE. Can be seen erected and ready for use.

L. HUTCHINGS.

1875 Hongkong, 2nd October, 1871.

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At 213 Queen's Road East.

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S. SPEECHLEY.

1875 Hongkong, 2nd October, 1871.

NOTICE.

At 213 Queen's Road East.

2 LATHE, 3 DRILLING

BIRTH.
At Hongkong, on the 23rd inst., the wife of W. J. Dukes, Esq., H.M.C.S., of a son. [1830]

MARRIAGE.
On the 23rd of October, at St. John's Cathedral, Hongkong, by the Revd. R. Hayward Kidd, assisted by the Revd. Thomas Alibert, ALEXANDER MCGREGOR, Esq., of 1, Grosvenor Gardens, and EDMUND FAMET, Esq., of 1, Grosvenor Gardens, Jas. Snellbone, Esq., of Wavbeck, near Croydon, Surrey. [1831]

Editor of the *Daily Press* from this office communicated on Monday morning at 10.22, and the last message left the office at 10.35.

The Daily Press

HONGKONG, OCTOBER 23rd, 1871.

We have just got through the Summer, an exceptionally cool one, and yet everybody is congratulating himself upon the return of a temperature in which he again feels as a living being, and not as a mere existence enjoying a sort of vitality, a little higher than vegetable life, but much below the ordinary standard of animal life. How delightful it is to be able to take walks again, and to get a good, cool night's rest; to be capable of thinking for ten minutes consecutively without fearing that a serious strain is being put upon one's mental faculties; to be able to boat and ride—in fact, to be alive instead of half dead. Such are the remarks made in one form or another all over the colony; but yet while people confess to suffering considerably during the hot weather, so short lived is the remembrance of past evils that during the cool months they take no pains to mitigate the heat of the Summer which will come upon them as surely as the months pass away. About this time last year a great deal was said about getting up a new Swimming Bath, in place of the old one which had been destroyed by the Typhoon; but month after month, was lost, and nothing definite was done until just about the time when the cool weather was setting in. So, too, with respect to places of residence at the Peak. Everybody spoke of the great advantage which they would be, and apparently to make up for everybody speaking, nobody acted, and no thing was done. Just now as the cool weather has again set in and everybody is speaking of the happy release from the heats of Summer, the question is mooted again, but unless some vigorous people take it in hand the question will no doubt be dropped, and we shall find ourselves in another Summer with no retreat from the full force of the heat. In order to give a definite idea of what the benefit of residing at the Peak would be, it may be stated that up there, there would be very few days during the whole year hotter than it is in Victoria at present. The average temperature here is under 90° , and, on an average between sea level and the Peak is from 12 to 15° . The temperature is thus rarely over 80° , and on an average does not go much above 75° . While, therefore, we are grumbling away at the hot weather, we are neglecting one of the simplest and easiest means of reducing the evil which we all feel so acutely, and which in the course of time often becomes the arbiter of the fortunes of many who are seeking to make a successful career in these parts. Matters have come to such a position that in Hongkong, and indeed in China generally, success must depend in a very great degree upon how long a man is able to stay in the place; and thus everything which tends to diminish the effects of the climate is of the very first importance. It is quite within bounds to say that if the means of residence at the Peak were established, the effects of the Summer could be diminished by fully one half. Many people could stay up there between May for a week together, and, indeed, any one who was specially wanted at his post could come down in three-quarters of a hour from the time it was known that his presence was required. A telegram could be sent to the Gap, and it would be easy to get down in half an hour or at the outside, 35 minutes. In this way a man could be practically in Hongkong, and out of it at the same time; and, by judiciously availing himself of his opportunities, he might pass through the Summer with but half the exhausting effects which are now produced, and in fact in all likelihood with no greater strain than an average constitution could bear. This is really the important point. Whether a man can in popular parlance "stand" the climate depends simply upon whether the constitution can, as it were, fight against the exhausting effects of the heat. If when enjoying a cool atmosphere the vis medicatrix nature can repair the evils produced while the constitution has been subjected to an unduly high temperature, the effects of the heat which has to be borne will be temporary, and in the nature rather of inconvenience than ill-health. Each cool season will repair, or more than repair, the effects of each hot season; and until age or other infirmities begin to lessen the resuscitating powers, a man may go on even with occasional intervals of very hot weather without any harm being produced. Why, then, when we say so to say "mark" the temperature of Hongkong suitable to Europeans, should we go on in a climate which there is every chance will in a few years get the upper hand even of strong constitutions, and which is certain to impair all which are not up to the average? Such a proceeding is surely most foolhardy, and we venture to say would be continued nowhere, but in Hongkong. In the present case, however, there are so many ways in which the scheme could be carried out that some plan could easily be hit upon as a start, and we are confident numbers would be speedily found to follow. Perhaps, even there might be room for a small Company to be formed to build a moderate sized Hotel & Sanatorium, which could be placed in charge of a competent Secretary and Manager. This would not be very difficult to accomplish, and we suspect that it would be easy to obtain during the whole of the summer months a complement of tenants at a price of perhaps \$10 or \$20 for a single room. This would probably be enough to pay, as the accommodation in the way of bed rooms required would not be great; provided there were one or two common rooms at the disposal of the guests. Arrangements might

also be easily made for engaging a special lot of copies to carry people to and from fixed rates, either for the journey or on time; and in fact all the little difficulties and expenses at present connected with going to the Peak would speedily be reduced to a minimum the moment some combined action were adopted. It is needless to say that it would also be found easy to provide a few amusements. So soon as any number of people were in the habit of frequenting the place, a croquet ground, a gymnasium, and other means of sport might be set on foot, while there would no doubt be means of passing the evenings agreeably with billiards, music, or the other customary adjuncts of social intercourse. All that is wanted is for some time to take the matter in hand and make a start, and Hongkong would become a place, where life would be three times more enjoyable and healthy than it is now. The end is worth attaining, and surely the means are not beyond our reach. It is, as a preliminary step, the gentlemen who have now the matter under consideration formed themselves into a Committee and two of them had a consultation with Mr. MATHERS, who knows all the ins and outs of the Peak. It is probable that they would easily find out the most suitable way of making a beginning.

When the steamer *Yeo* left Amoy, H. M. S. Ocean, with Admiral Kellutt on board, was at that port, and was to leave for Hongkong on the 22nd; she may therefore be expected during the course of the day.

We have much pleasure in recording that His Holiness the Pope has been pleased to grant the medal of Benemerit to Dr. O'Brien, for his distinguished medical services to the Catholic Missionaries and Sisters of Charity of Hongkong.

The Telegraph Construction and Maintenance Company's Ship *Warrigal*, with a portion of the Australian cable on board, left Java for Port Darwin on Sunday last. Captain Halpin, who is in charge of the expedition, hopes to complete the laying of the cable early in December.

Intelligence is brought by the steamer *Yeo* that the British Consul, Mr. G. C. Knapp, and Mr. J. R. Johnson, Consul-attaché, were a large number to witness the ceremony, and was generally the subject of much interest, in the Colony, on account of the Mr. Heath's well merited popularity. The steamer is in port through Italian State's attack on the *Yeo*. She may therefore be expected during the course of the day.

The marine of Mr. A. M. G. Weston, of the firm of D. & G. Park & Co., which took part in the British & Indian Industrial exhibition, was a large number to witness the ceremony, and was generally the subject of much interest, in the Colony, on account of the Mr. Heath's well merited popularity. The steamer is in port through Italian State's attack on the *Yeo*. She may therefore be expected during the course of the day.

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We have been favoured with the following additional particulars concerning Mr. Hook's new steam launch. They should have been mentioned yesterday, but did not through accident arrive in time. The dimensions are 60 feet long, 12 broad, and 6 deep; and she is propelled by a high pressure engine built by Messrs. Bussell & Co., Aberdeen, and placed in the vessel here. It is of 100 horse-power, and will move at 10 miles per hour. She has a four-bladed propeller, a foot & 6 inches pitch by 3 feet 6 inches diameter. The *Birdy Bird*, as the little craft is called, will sleep, and sleep and when she is called, there were merely chance passers by, and took the complainant for a drunken man. After Mr. Blackwood's arrival, the man got up and staggered once or twice, and then fell down insensible. Mr. Blackwood examined him, and found that he had a cut on his forehead. He therefore had him removed to the Central Station. Mr. Blackwood did not follow the man who was removed to the Central Station, but followed him to the Queen's Road, and then followed him into the Police office, was passing the City Hall at about this time (8.15), and noticed a person in white clothing running from the Queen's Road towards the Praya by the path between the Cricket-ground and the City Hall. Going on to Murray Barracks he saw the complainant lying insensible on the path, and two soldiers were sent to him. These soldiers were called, there were merely chance passers by, and took the complainant for a drunken man. After Mr. Blackwood's arrival, the man got up and staggered once or twice, and then fell down insensible. Mr. Blackwood examined him, and found that he had a cut on his forehead. He therefore had him removed to the Central Station. 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